



RAIL BALTICA



***Rail Baltica Connection
with Riga City
Existing Transport
Infrastructure***

10/01/2008



Significance of the Study

Significance of the survey lies in the fact that renaissance of rail transport is one of the core transport policy issues addressed by the European Community.

Aim of the Study:

To develop recommendations for the most favourable Rail Baltica alignment in Riga City.



Objectives

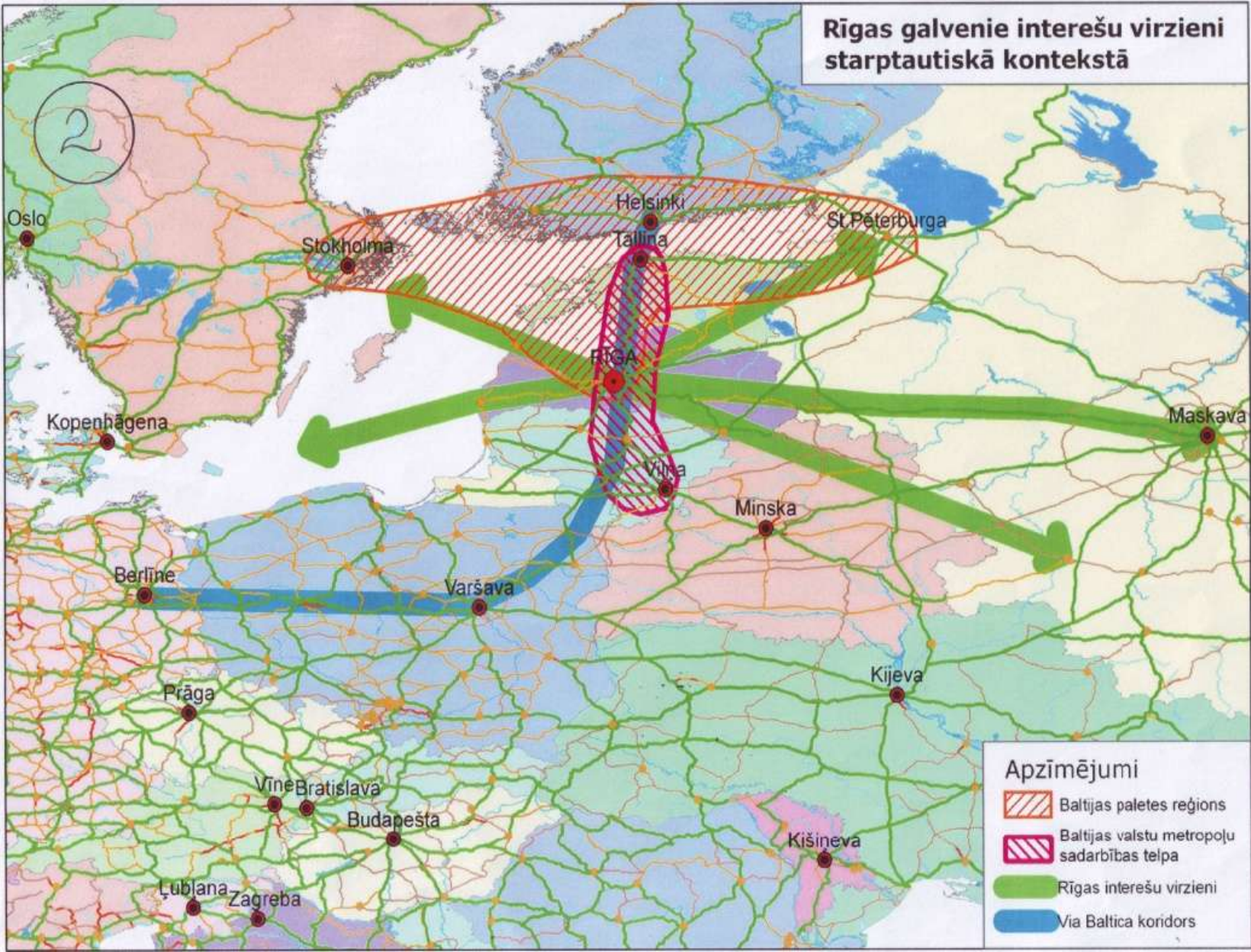
- Analysis of the transport role in the connection with Rail Baltica;
- Definition of the requirements for the organisation of intermodal hub for RB station;
- Evaluation and comparison of the three scenarios for the location of RB station in Riga;
- Development of the list for further planning activities.



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Rīgas galvenie interešu virzieni starptautiskā kontekstā










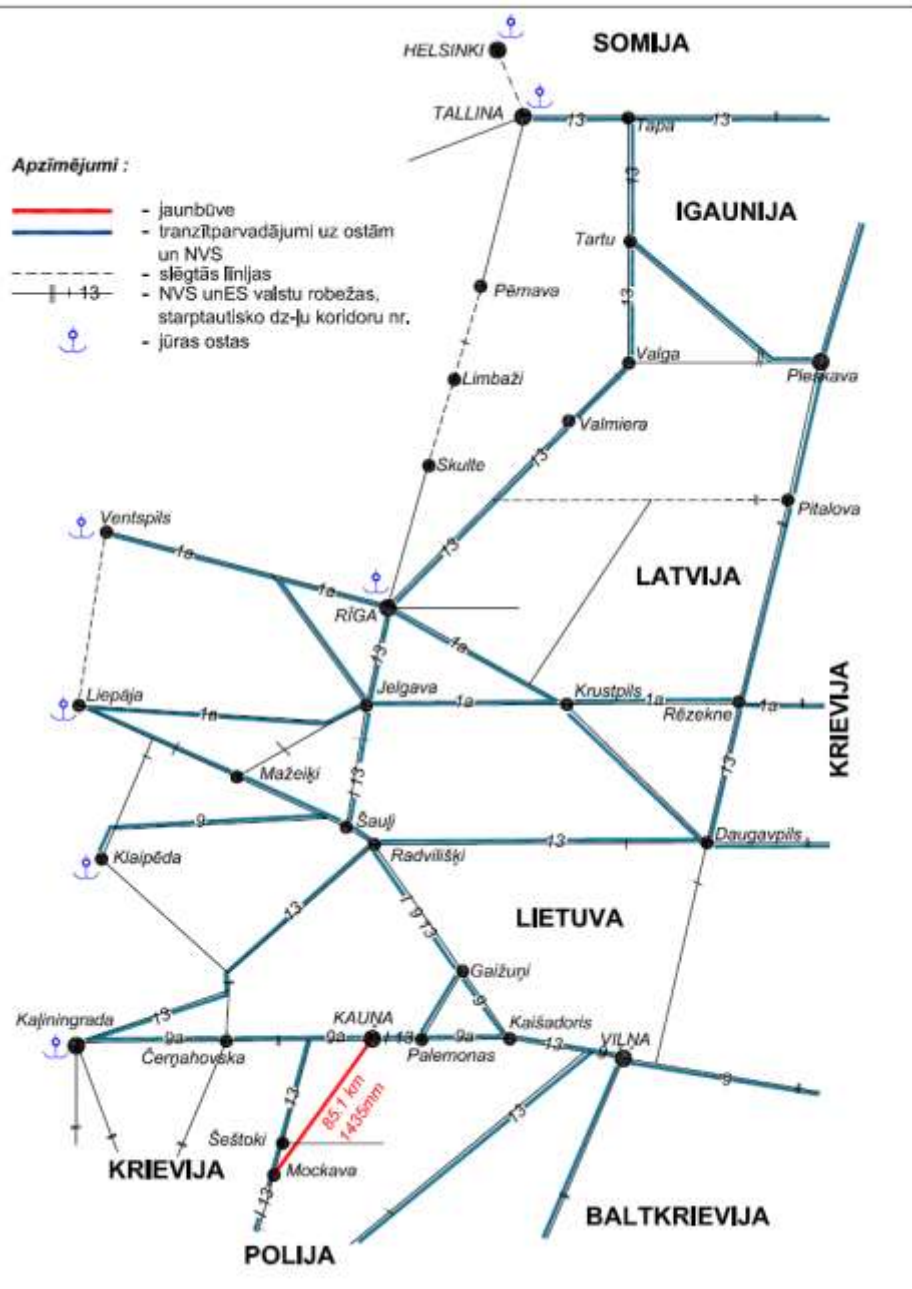
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Tranzītpārvadājumi uz ostām un NVS valstīm

Apzīmējumi :

-  - jaunbūve
-  - tranzītpārvadājumi uz ostām un NVS
-  - slēgtās līnijas
-  - NVS un ES valstu robežas, starptautisko dz-ju koridoru nr.
-  - jūras ostas

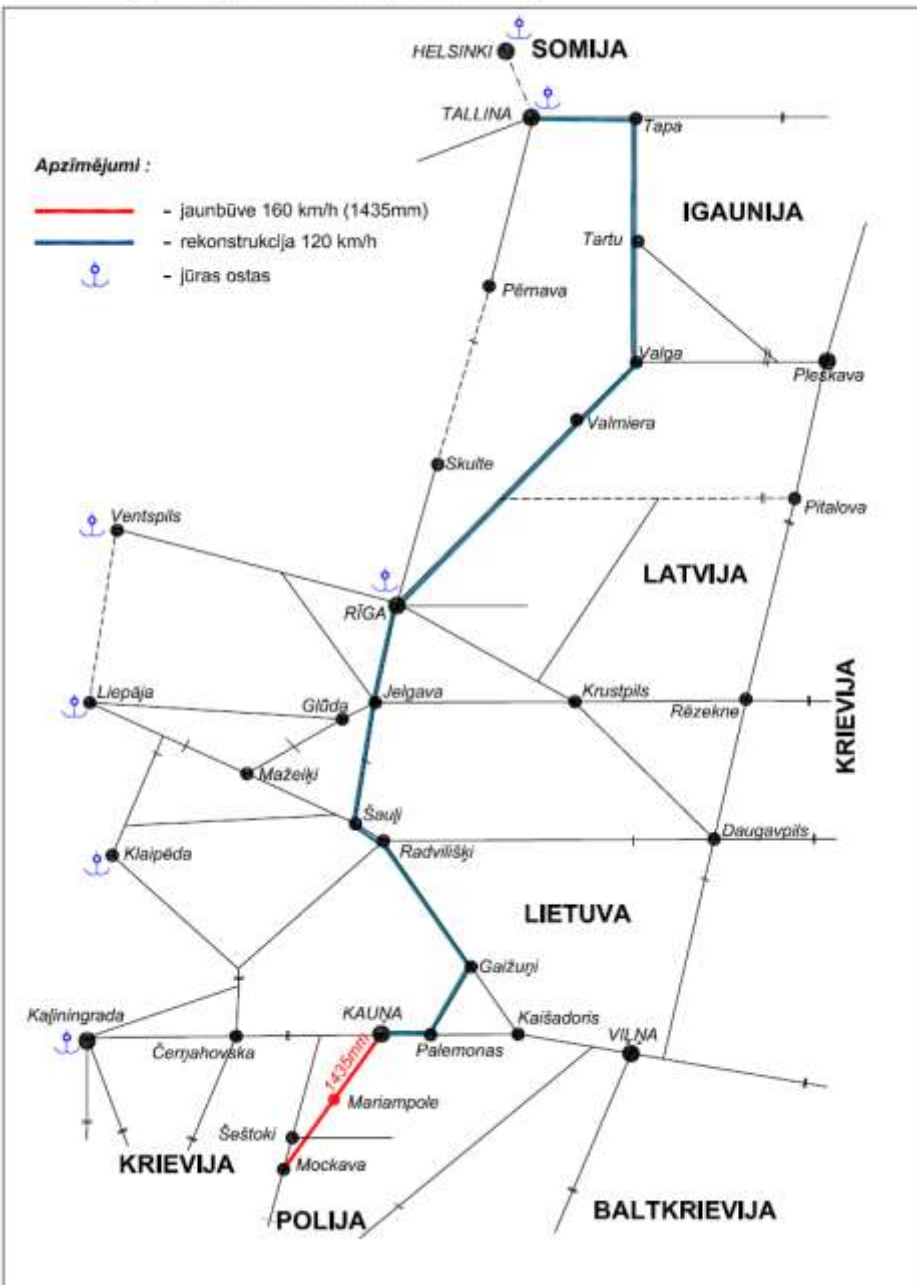




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Trase Kauņa - Rīga caur Tartu (1.variants)





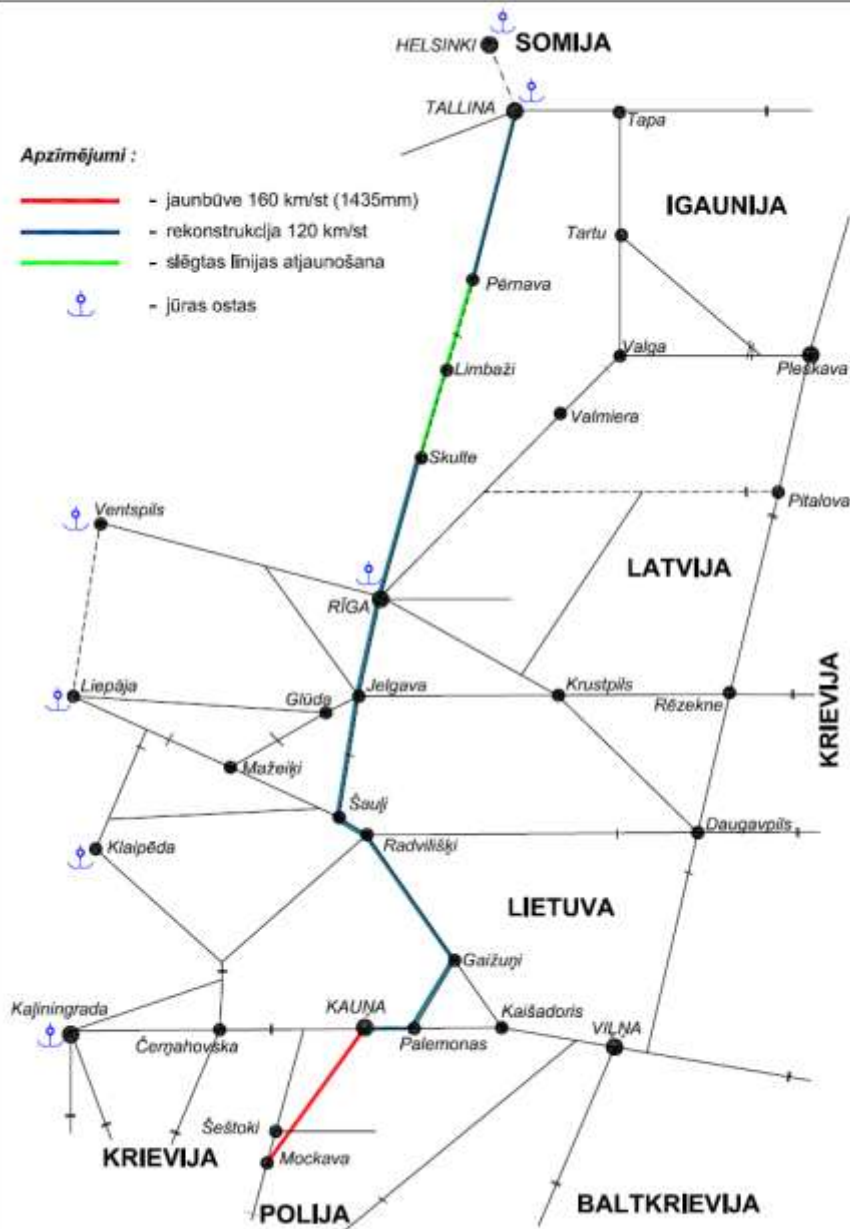
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Trase Kauņa - Rīga caur Pērnavu (2.varlants)

Apzīmējumi :

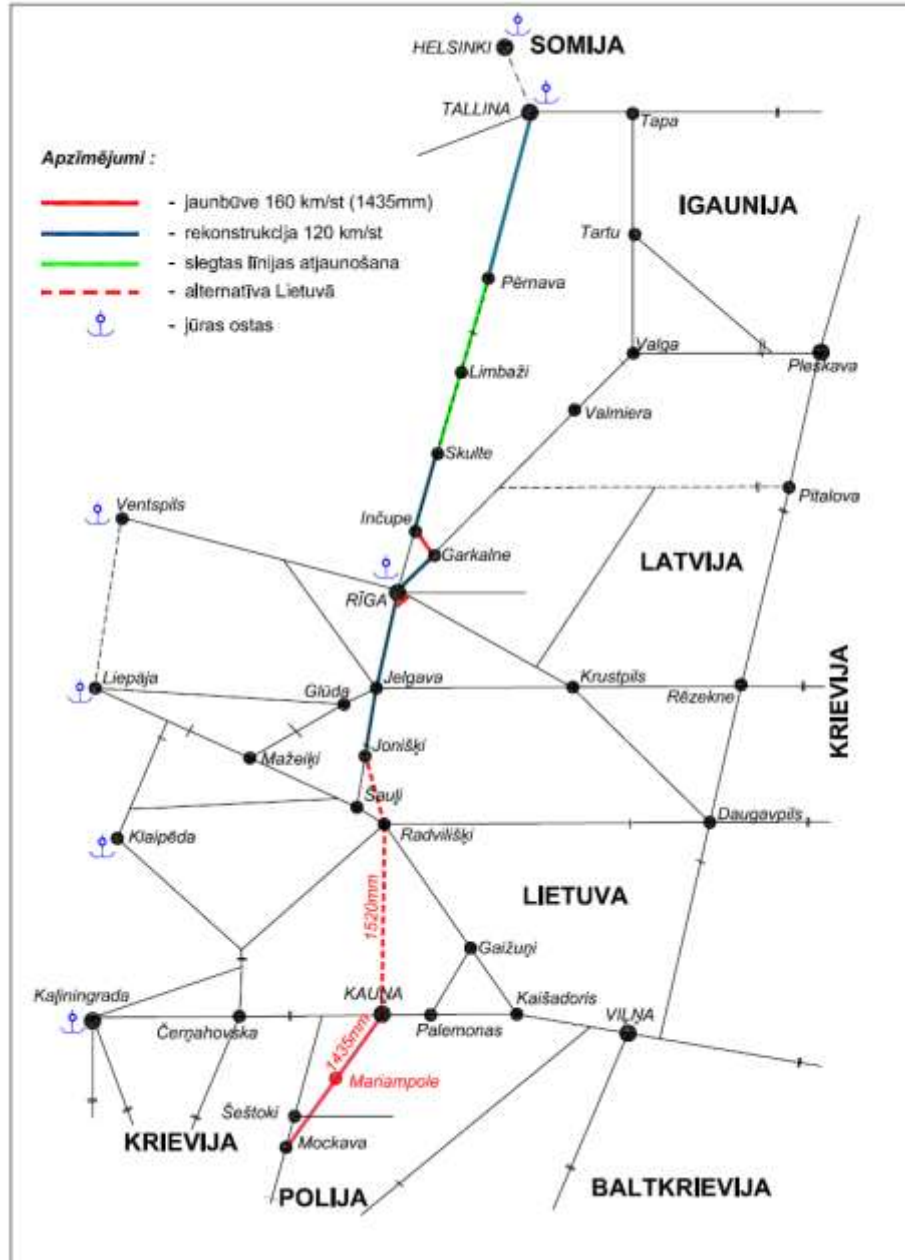
-  - jaunbūve 160 km/st (1435mm)
-  - rekonstrukcija 120 km/st
-  - slēgtas līnijas atjaunošana
-  - jūras ostas





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Trase Kauņa - Rīga caur Pērnavu ar pāreju Rīgā no Rīgas - Valmieras
leclrņķa. Lietuvā - alternatīva Kauņa - Joniškļi (2.a.variants)

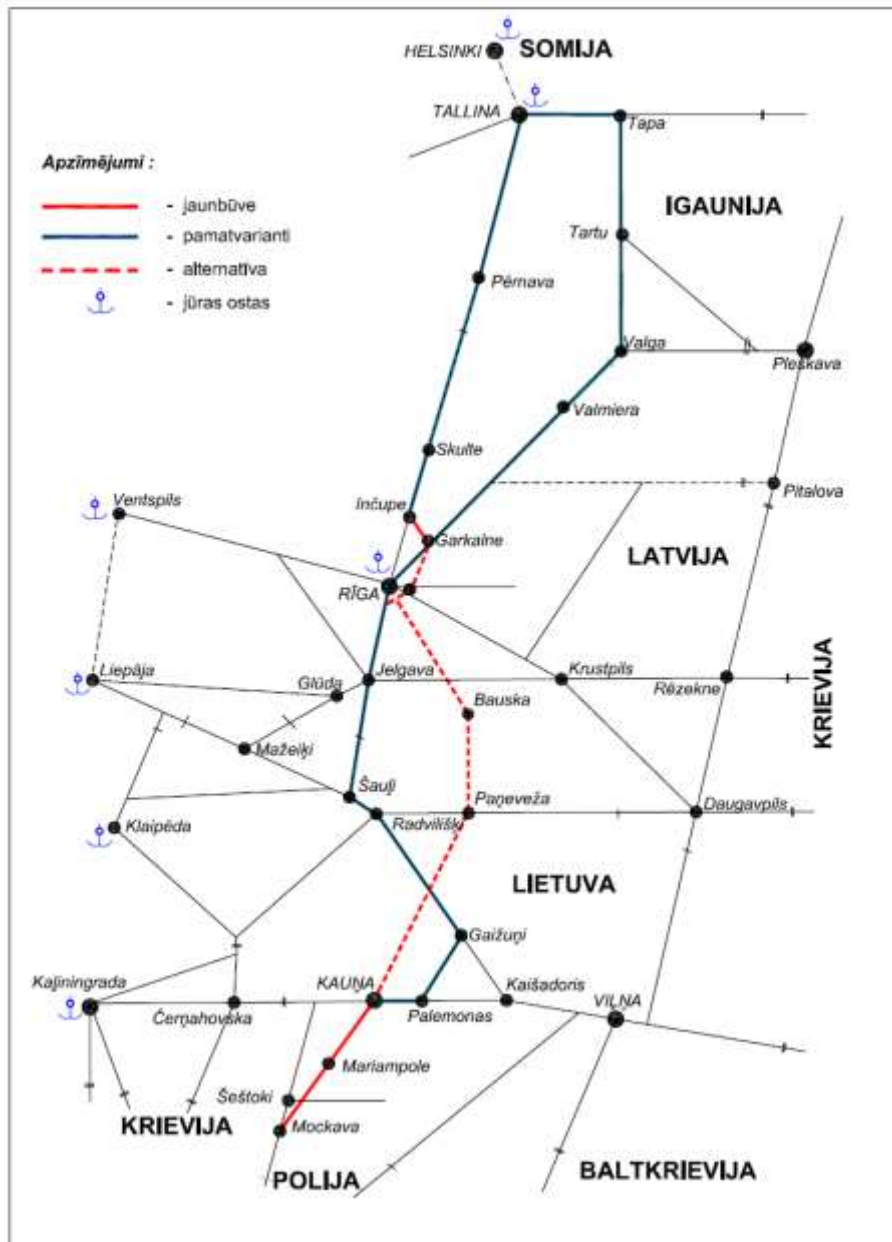




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Alternatīvais variants Latvijas un Lietuvas dzelzceļiem (jauna trase Kauņa - Paneveži - Bauska - Rīga)





Passanger train Rail Baltica/ Distance/Time

	Distance, km	120km/h	160km/h
Warsaw – Lithuania (boarder)	~400	~4h.00min.	~3h.08min.
Poland (boarder) – Kaunas	85	0h.40min.	0h.40min.
Kaunas – Riga	298	2h.48min.	2h.08min.
Riga – Tallinn through Tartu	451	4h.17min.	3h.14min.
Riga – Tallinn through Parnu	361	3h.27min.	2h.37min.

Total time with stops and transfer to 1435mm/1520mm

	Attālums, km	120km/h	160km/h
From the boarder of Poland	834/744	8h.57min./ 8h.00min.	7h.17min./ 6h.40min.
From Warsaw	1234/1144	13h.00min./ 12h.00min.	10h.17min./ 9h.40min.

Possible stops in Baltic Region:

Lithuania: Mariampole, Kaunas, Siauliai

Latvia: Riga, Valmiera or Limbazi

Estonia: Tartu or Parnu

Poland: Suwalki, Belostok



PILSĒTAS DZELZCEĻA SHĒMA





Passangers of Rail Baltica

- Inhabitants of Latvia, main travelling objectives:
 - business, holidays or visiting friends, relatives etc.;
 - going home or transfer to other transport;
- Inhabitants of other Baltic states:
 - Arrive in Riga or Latvia for business, visiting or holidays, or for the transfer to other transport;
 - Going to the home countries.
- Inhabitants of other states:
 - Arrive in Riga or Latvia for business, visiting or holidays;
 - Going to the home countries.



Criteria for the location of Rail Baltica station

- Functional and safe usage;
- Historical and esthetical attractiveness of the surrounding territory.



Evaluation criteria of functional usage

- Possibility to organise connections with the existing railway infrastructure;
- Availability of city and suburban trains;
- Availability of long-distance trains;
- Development of the public transport network nearby ;
- Proximity to Bus terminal (to long-distance and regional buses);
- Availability to arrange parking for motor parks and taxis;
- Possibility to organise platforms for tourist buses;
- Proximity of transfer to the airport and the sea port.







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Intermodālais transporta mezgls Rīgas Centralā stacijā

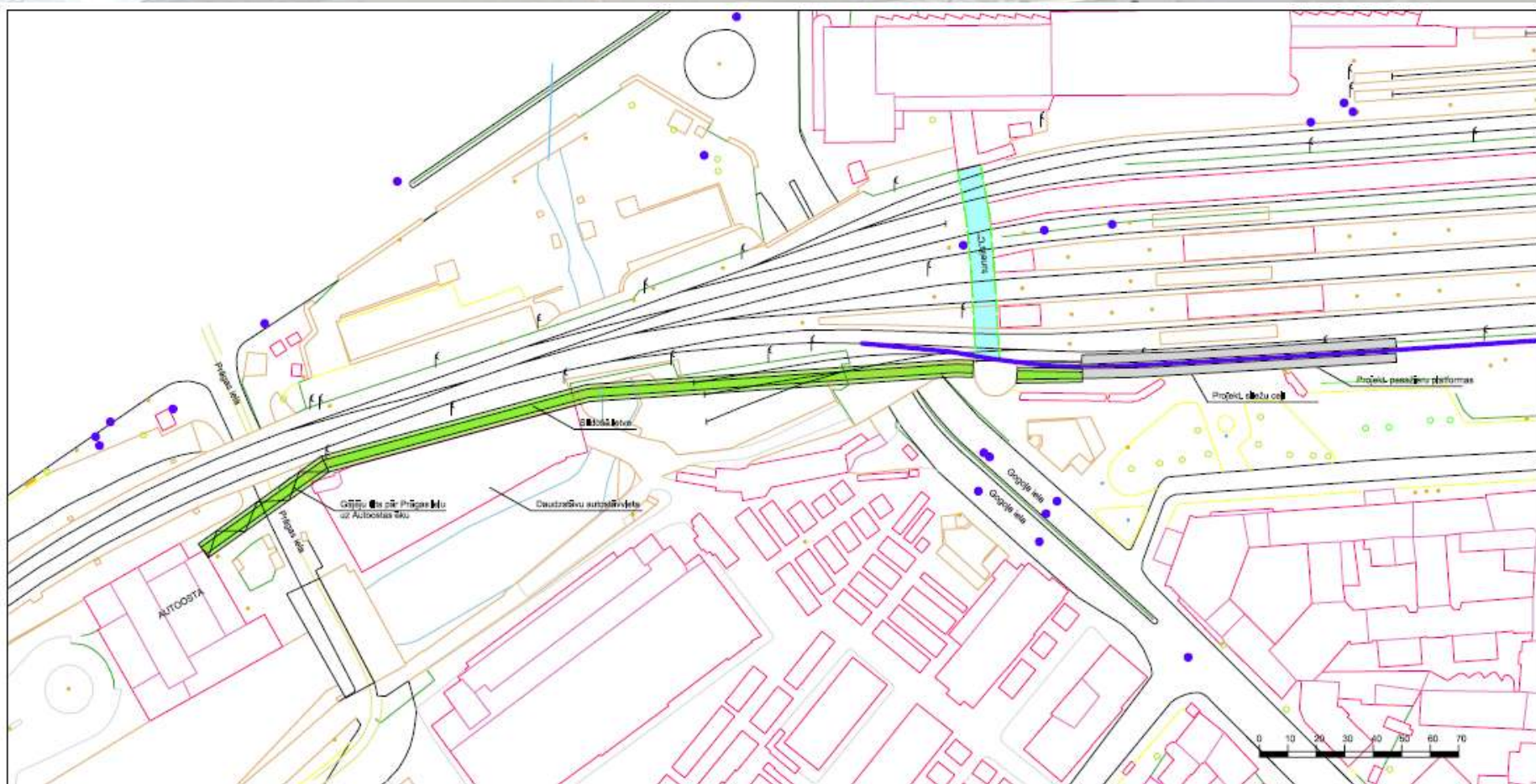


Apzīmējumi

- | | | | |
|---|------------------------------|---|-------------------------------------|
|  | centru apbūves teritorija |  | Rail Baltica dzelzceļš |
|  | publiskas apbūves teritorija |  | perspektīvā tramvaja līnija |
|  | apstādījumu teritorija |  | pazemes autostāvvietas |
|  | ūdens teritorija |  | TbA sabiedriskā transporta pieturas |
|  | P pazemes autostāvvietas |  | Tx taksometru pietura |



Transfer improvement/ Bus station and Railway station





Conclusions

- Rail Baltica - convenient passenger transport to Central Europe, serving mainly business, tourism and social interests;
- Cargo traffic going through Latvia in the South-North direction and vice versa shall not divert to Riga junction (apart from the traffic that is addressed to Riga and the region)



Conclusions

- Baltic countries will promote extension of transit cargo traffic in the direction East - West with significant investments from EU and from the railway companies themselves
- The construction of a new 1435mm railway line would not be economically reasonable due to the little transport volumes, it is advised to organise traffic along 1520mm gauge in the nearest future



Conclusions

- The following lines suggested for passenger traffic with the speed 160 km/h: 1) railway line Valga-Valmiera-Cēsis-Sigulda; 2) the line Meitene-Jelgava-Riga from the side of Lithuania;
- Riga has vital social-economic importance in the region as the greatest city in the Baltic States.



Conclusions

- Comparing alternative choices on the location of intermodal junction, priority should be given to the railway junction in Riga Central Station;
- Construction of railway line to Riga airport shall be encouraged and this may be considered as the first step towards railway development of the city;
- During construction period of RB section Riga-Tallinn, Riga may become trunk-line destination. This increases responsibility on coordinated operations over intermodal junction.



Recommendations for future

- Research on RB traffic and passenger number using Riga Central Station, including survey on demand for “platform trains” (trains carrying motorcars and their owners as passengers);
- Research on intervals and final destinations of tourist trips;
- To define track Riga-Tallinn more precisely – specific social economical questionnaire or research shall be executed;
- Specification of the reservation territories.



Recommendations for future

For cargo transport (1520mm) development:

- Reconstruct and develop the railway park “Kundziņsala”;
- Construct section of the junction Ganības-Kundziņsala;
- Reconstruct 1 station in Bolderāja;
- Construct Spilve (Bolderāja 2) park;
- Construct railway park Krievu sala and section of the junction with Spilve station;
- Construct terminal for combined transport (including reservation of territory between streets Rīgas preču and Granīta);
- Bypass going around Riga historic centre;
- Use the existing railway network (1520mm) for container traffic;
- Use further perspective RB taking into account transit Western Europe – Estonia.



Recommendations for future

For suburban and Riga city traffic:

- Suburban traffic – along the existing railway network;
- Constructions at the airport and Pētersala station;
- City transport – along the existing railway with its development for the purpose of railway development.



Recommendations for future

For the passenger long-distance traffic:

- Maintain and deepen cooperation with railways of CIS by using the existing network;
- In future – organisation of trains when parameters of railway gauge change on RB line.

For combined (intermodal) transport:

Develop intermodal junction in Riga that corresponds to the contemporary requirements by linking railway:

- To the city transport – in Riga Central Station;
- To the cargo transport – in Riga Freight Terminal;

Envisage reconstruction of railway junctions in the development plans



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Thank you for your attention!